



Directorate General of Shipping

SITREP – 22, 1800 Hrs on 30/06/2025

Explosion on WAN HAI 503 (IMO no – 9294862, Flag Singapore) West of Kerala

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 2, 2200 hrs on 09/06/2025

2. Response Actions Initiated:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

3. Present Status:

As of 1800 hrs on 30 June 2025, MV WAN HAI 503 remains positioned at 07°52.60'N, 074°50.09'E, maintaining a steady course of 290° with a speed of 0.8 knots, approximately 130 nautical miles off the Indian coastline, outside the EEZ boundary.

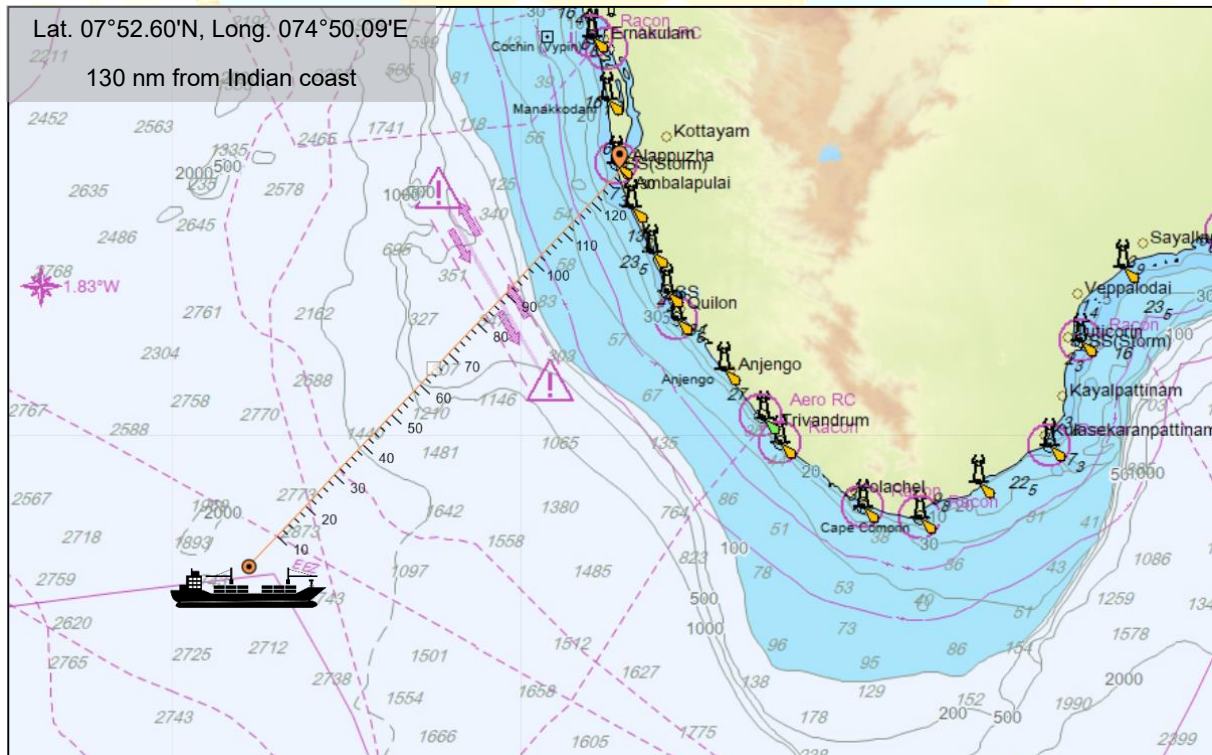


Figure 1: Position of WAN HAI 503 as on 30.06.2025 1800 hrs

The vessel's drift remains controlled through coordinated towing operations. Light smoke continues to emanate from the area forward of the accommodation block, indicating residual smouldering within cargo hold no. 4, though no visible flames have been reported.

Dewatering operations commenced at 0730 hrs with four pumps (150–250 m³/hour each) deployed to remove water from the flooded engine room. Dewatering operations are ongoing with five pumps actively discharging water from the flooded engine room and interconnected compartments. The source of water ingress is suspected to be linked to interconnected compartments between the engine room and cargo hold no. 3. Water quality remains relatively stable, with minimal oil traces, suggesting no significant new ingress.

4. Additional Support

The multi-agency response continues with effective resource deployment on-site. Water Lily has been engaged in personnel and material transfers, successfully receiving salvage equipment from **'Saroja Blessing'** earlier today. **'Saksham'** remains prepared for further support, and **'Saroja Blessing'** is on standby for firefighting and material supply operations. Salvage teams on board the vessel has resumed equipment installation and pump operation, with five pumps now functioning continuously to extract water. **'Offshore Warrior'** is maintaining towage operations, keeping the vessel clear of the Indian EEZ, with current power utilisation at 75%.

Preparations are in place to maintain uninterrupted dewatering overnight. Salvors aim to stabilise internal flooding to facilitate safe boarding and enable further fire suppression measures, including enhanced boundary cooling and application of additional firefighting agents as weather permits.

Additional assets, including **'Atlantis Virgo'** and **'SCI Panna'**, are en route to the site with firefighting equipment and Pyrocool (7000 litres), expected to enhance fire suppression efforts within the next 24 hours. Preparations for continuous overnight pumping operations are underway, with emergency evacuation plans in place to ensure personnel safety during night-time activities. The intention is to sustain 24/7

dewatering using both hydraulic and submersible pumps, supplemented by emergency power from the vessel's own systems and portable generators.

5. Situation Assessment:

The fire situation remains contained, with only light smoke observed, the presence of plastic cargo within cargo hold no. 4 continue to pose smouldering risks. The sustained operation of five pumps has shown positive results in managing engine room flooding, but full dewatering remains essential to assess damage to machinery spaces and restore emergency power systems.

Given prevailing sea conditions and vessel stability, Offshore Warrior will maintain current towage direction to keep WAN HAI 503 outside the Indian EEZ. Further attempts to access the forward sections of the vessel for additional firefighting and structural assessment will be undertaken once dewatering sufficiently reduces on board risks.



Figure 2: Condition of the vessel

Port of Refuge discussions remain focused, where positive initial engagements have occurred. Formal submission of the required document package to authorities is in progress, though final approvals are contingent upon demonstrating vessel stability,

extinguishment of smouldering, and safe dewatering. Alternative ports options remain under evaluation.

The vessel remains in a high-density shipping corridor, necessitating continuous traffic warnings to passing vessels. The Directorate has directed enhanced navigational warnings to prevent incidents in this critical route between Sri Lanka and the Gulf of Aden. Indian Coast Guard assets continue to provide aerial surveillance and maritime monitoring, with readiness to intervene if necessary.

The immediate operational priorities include sustained dewatering, preparation for Pyrocool application to fully suppress smouldering, finalisation of port of refuge arrangements, and ensuring the vessel's position remains secure beyond the EEZ. Continuous inter-agency coordination, including with MPA Singapore, ITOPF, and Indian authorities, is ongoing to manage the situation effectively and prevent environmental or navigational hazards.

6. Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

7. Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

8. Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

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